



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Amador County Pavement Repair

DIST-CO-RTE: 10-AMA-104, 124 **PM/PM:** Various

EA: 10-1Q760 **Federal-Aid Project Number:** N/A

Project Description

The California Department of Transportation (Caltrans) proposes pavement repairs/overlay at various locations in Amador County on State Route (SR) 104 and 124. Detailed scope of work is listed in the Continuation Sheet. All work will be within Caltrans Right of Way. The purpose of this project is to address the failing or damaged pavement and to extend the service life of SR 104 and 124. The project is needed to prevent further deterioration of the paved highway surface.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Elizabeth Hummel		07/18/2023
Print Name	Signature	Date

Project Manager

Jason Miller		07/18/2023
Print Name	Signature	Date



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Caltrans NEPA Determination (Check one)

[X] Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

[] 23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- [] 23 CFR 771.117(c): activity (c)(Enter activity number)
[] 23 CFR 771.117(d): activity (d)(Enter activity number)
[] Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

[] 23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Print Name Signature Date

Project Manager/ DLA Engineer

Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): NA

Date of Environmental Commitment Record or equivalent: 7/18/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

The following work is proposed:

- Milling the existing AC pavement 0.15' and paving back 0.15' with Hot Mix Asphalt (HMA)-Type A at SR 104 on postmile (PM) R5.2—PM R5.4, and SR 124/PM 0.0—PM 2.2 & PM R2.3—PM R2.6. Existing white and yellow stripping and pavement markings at these locations will be removed with pavement during cold planning process and will be replaced according to the current standard.
- Chip and seal at SR 104/PM R5.4—PM R 6.3 and SR 124/PM 2.2—PM 2.3. Existing white and yellow stripping and pavement markings at these locations will be removed prior to chip seal and will be replaced according to the current standard after chip seal.
- Dig-outs will be performed into the existing asphalt concrete by the process of cold planning. All dig-outs should be 0.25' depth and back filled with HMA-Type A of the same depth.
- Shoulder backing will be placed along the edge of pavement to replenish existing shoulder and eliminate drop-off as needed. Existing Asphalt Concrete Dike will be removed and replaced to the current standard.
- Existing utilities such as drainage inlets, utility manholes, valve covers, and survey monuments will be protected in place.

General:

- Environmental reevaluation will be required if the scope of the project changes to include additional areas or activities, or if previously unknown cultural or other sensitive resources are discovered. Contact the Environmental Office if project changes occur or sensitive resources discovered.
- Contact the Environmental Office to attend the pre-construction meeting.

Cultural:

- If cultural materials are discovered at the job site, do not disturb the resources and immediately:
 1. Stop all work within a 60-foot radius of discovery
 2. Protect the discovery area
 3. Notify the Engineer
 4. The Department Investigates. Do not move cultural materials or take them from the job site. Retain a qualified archaeologist to assess the significance of the find. Do not resume work within the discovery area until authorized.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County coroner contacted. Pursuant



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to Public Resources Code Section 5097.98. If the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At the same time the landowner will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Hazardous Waste:

- Caltrans Standard Specification 14-11.12 will be implemented for selective removal at SR 104 from PM R5.4 to R6.3 and SR 124 from PM 2.2 to 2.3 for hazardous striping and pavement markings.
- Caltrans Standard Specification 36-4 will be implemented for the cold planning removal at SR 104 from PM R5.2 to R5.4 and SR 124 from PM 0.0 to PM 2.2 and PM R2.3 to 2.6 for non-hazardous striping and pavement markings.

No permits required.